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## RECORD

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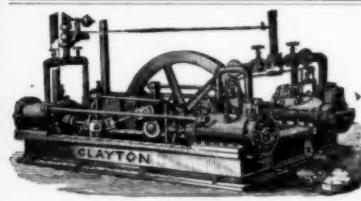
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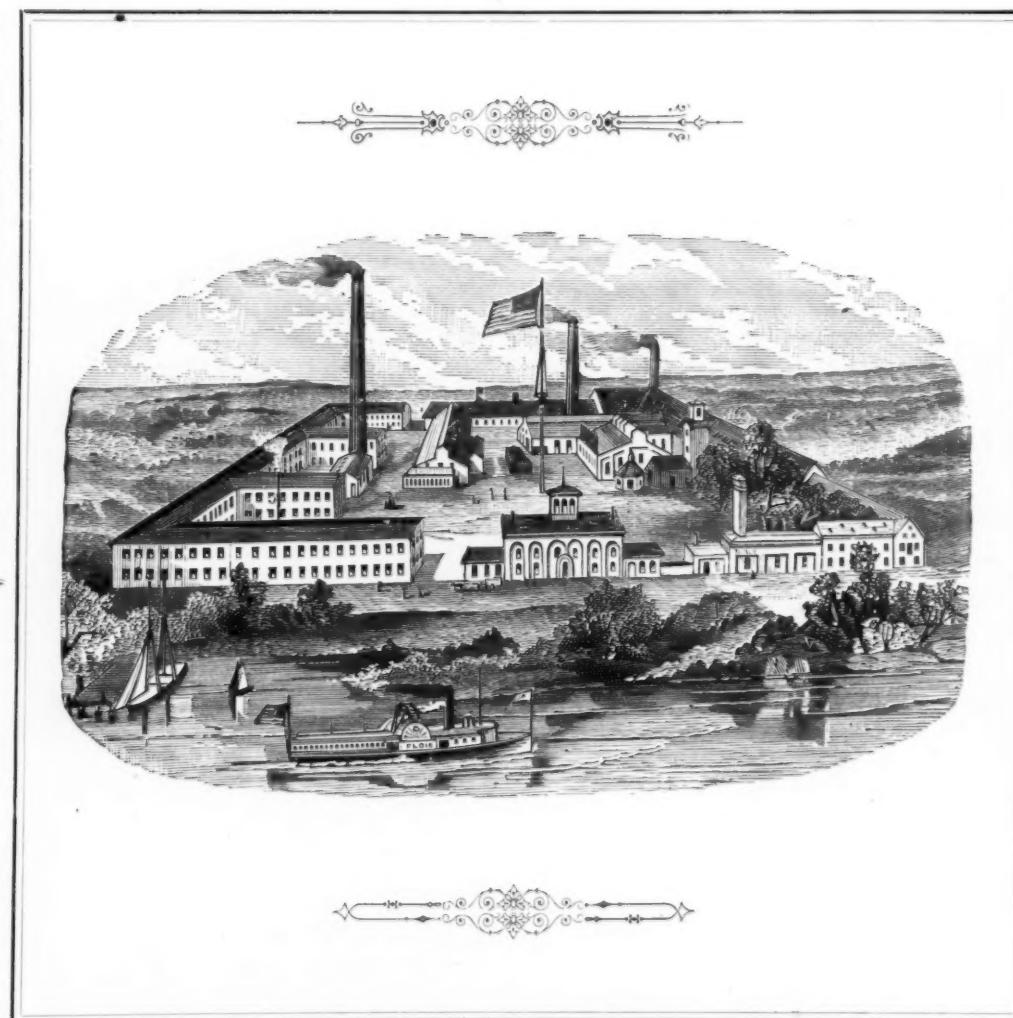
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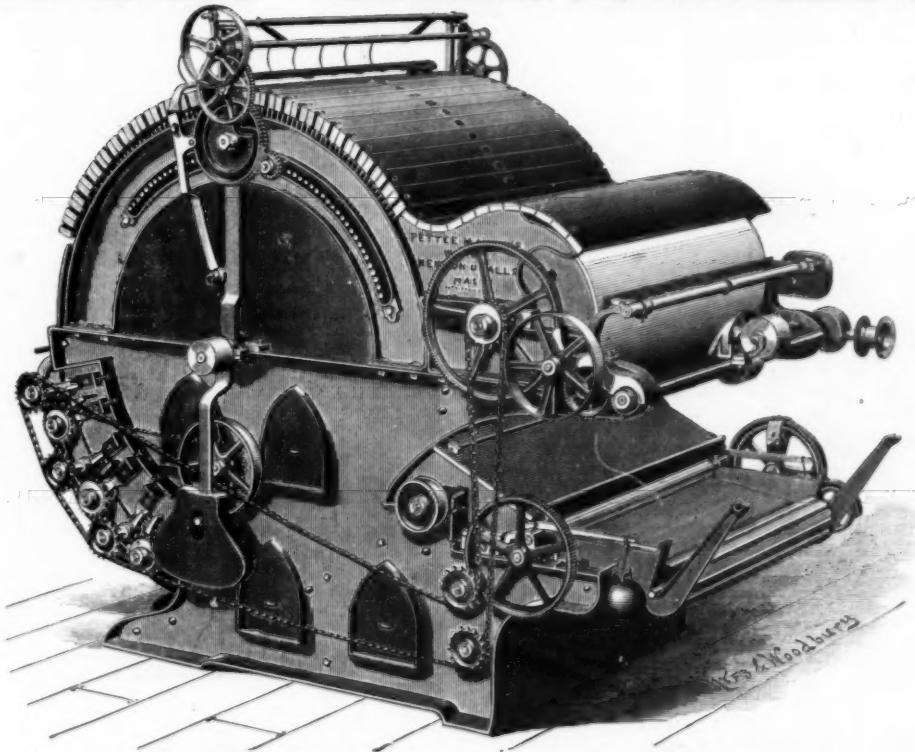
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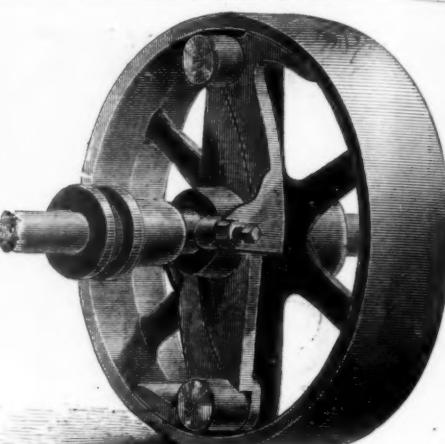
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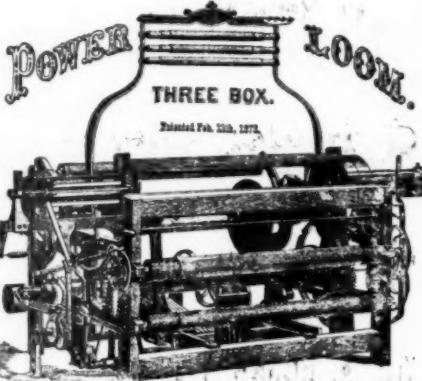
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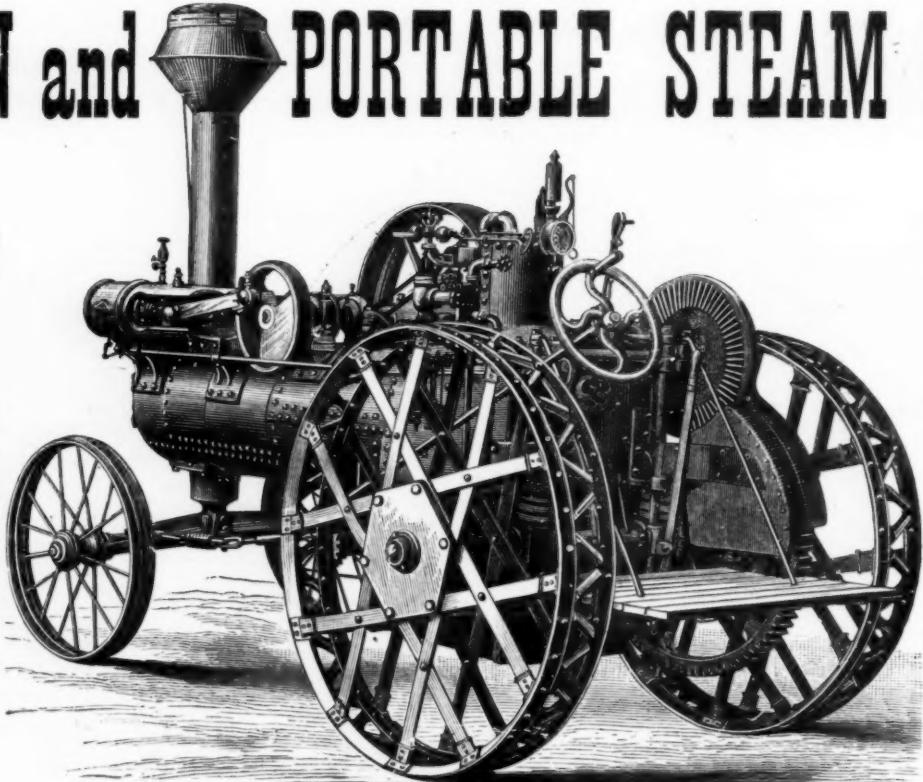
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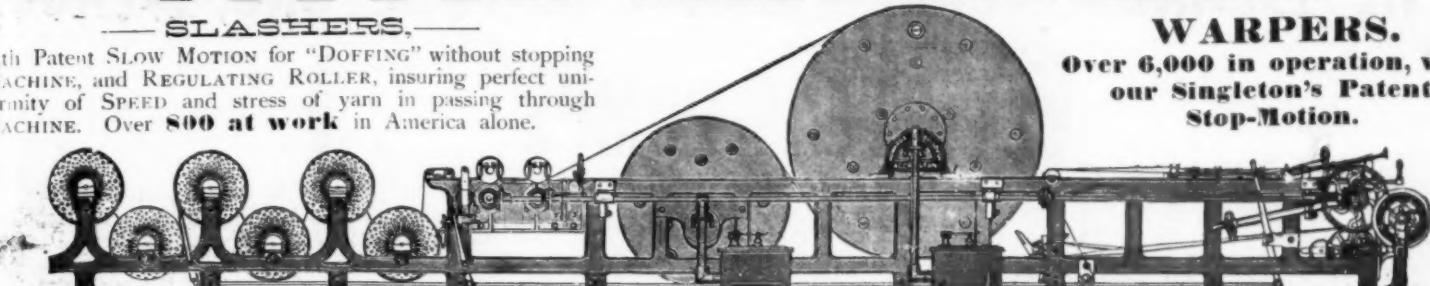
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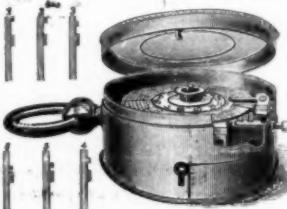
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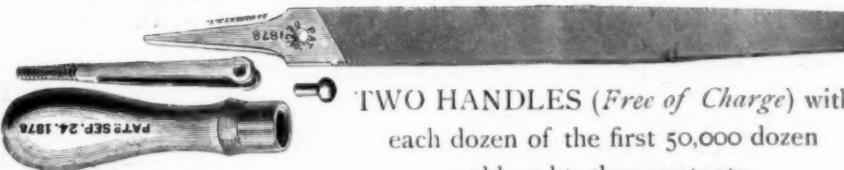
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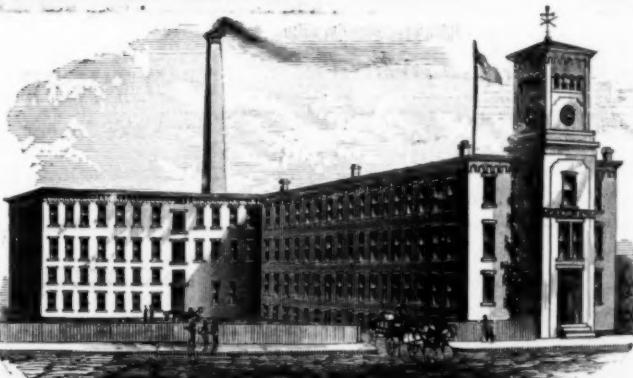
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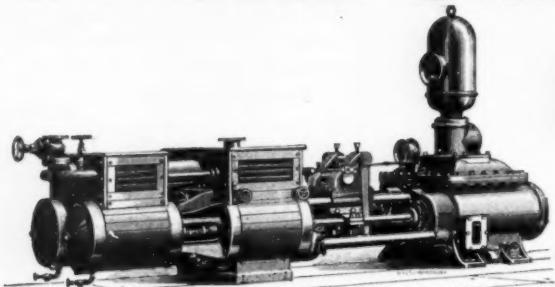
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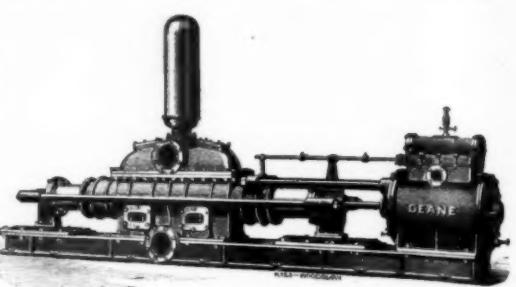
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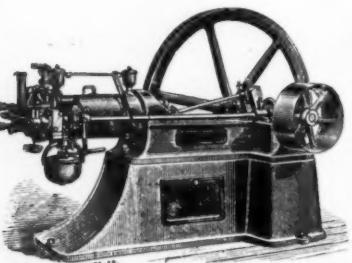


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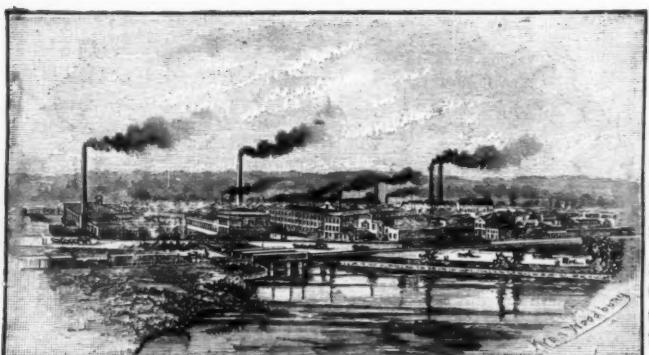
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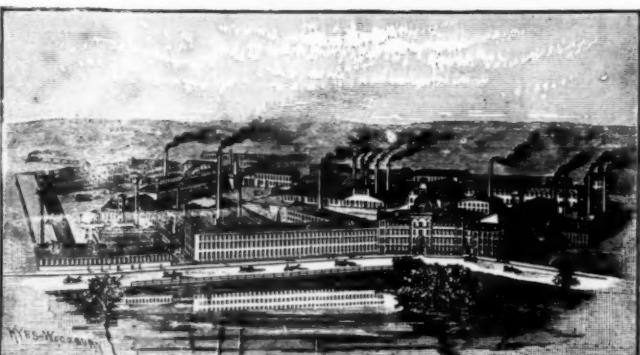
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BALTIMORE, FEBRUARY 16, 1884.

**Our readers will confer a favor upon our advertisers and upon us, as well as benefit themselves, if, whenever they write to anyone advertising in this paper, if it is only for a catalogue, they mention that "your advertisement was seen in the BALTIMORE MANUFACTURERS' RECORD." A careful compliance with this request will be much appreciated.**

If you contemplate starting a mill or factory of any kind, large or small, or if you know of any one expecting to do so, send us a postal card giving the particulars. It may be of value to you.

CORRESPONDENCE relating to the manufacturing, mining, lumbering and all other material interests of the Southern States is solicited. We invite those interested in the development of the South to make free use of our columns. Reaching so many capitalists in all parts of the United States seeking profitable investment in the South, the MANUFACTURERS' RECORD offers an excellent chance for the people in that section to place the advantages of each locality before those likely to be interested. We will take great pleasure at all times in telling what has already been accomplished in the South, and showing up the opportunities of doing still more,—so if you desire to attract immigration or capital, or if you know of an opening for profitable investment in manufacturing, mining or kindred pursuits, write us an account of it. It will be published free of cost.

In 1880 Tennessee ranked fourteenth in the list of iron-producing States, Alabama fifteenth, and Virginia sixteenth. In three years these three States made a rapid gain, and in 1883 Tennessee stood ninth, Alabama sixth, and Virginia seventh.

## Baltimore's Southern Railroad Connections.

An esteemed correspondent in Southwest Virginia, who has long been intimately identified with the development of that marvellously rich section, writes to the editor of the MANUFACTURERS' RECORD, under date of February 8, as follows:

I read the RECORD with great interest, and bid you God-speed in your work.

The last issue's editorial, on "Baltimore's Southern Transportation Facilities," touches a subject about which I feel a great interest. Of course, I want to see your enterprising city obtain such facilities as her interests demand. While she is looking to these interests, I can but inquire why her business men are so anxious about her for Southern trade when that at her very doors is being taken from her? I refer to the trade of the valley and great Southwest Virginia. Another decade will, as you well know, show a most wonderful increase in all material points in the section referred to. Why then do not the business men of Baltimore take time by the forelock, and cement the kindly relations which have always existed between this section and your city? As matters now stand the Norfolk & Western and Shenandoah Valley railroads are playing havoc with this trade, while the valley branch of the Baltimore & Ohio Road is standing still at Lexington. Why not extend this road through the valley and Southwest, and then on to Southern connections. As a basis for operations the company has in the county of Rockbridge, west of Lexington, and in the county of Botetourt, at least one-third and probably one-half of all the grading and masonry completed. Under the terms of subscription by the counties, the company will, if I am correctly informed, receive from them the balances due on their respective subscriptions, as follows: Rockbridge, two hundred and ten thousand dollars; Botetourt, ninety-five thousand dollars; Roanoke, one hundred and fifty thousand dollars. With such inducements and such a basis for operations it does seem to an outsider, who looks at these questions from a business stand-point, that Baltimore City, with her million of dollars of stock in the Valley Company, might and ought to press most vigorously upon the Baltimore & Ohio Company the question of valley railroad extension, even if the proposed arrangement with the Richmond and Danville people is made. And if that arrangement is not made, the inducements to press it are doubly strong.

We commend the above letter to the earnest consideration of the people of Baltimore, and especially to those who are now trying to improve our Southern transportation facilities. The extension of the Valley Road is a matter of vital importance to the trade of this city. The writer has lately spent considerable time in Southwest Virginia, and we know that Baltimore is losing her hold upon one of the richest sections of the South, and one that is developing with a rapidity that is indeed wonderful, and she is losing this simply and solely on account of the lack of transportation facilities. It behooves our people to impress upon the Baltimore & Ohio Railroad the absolute necessity for an early extension of the Valley Road, and more especially in view of the very small cost that would be involved in this work, and of the immense advantages to be derived therefrom.

## Increase of Manufactures in Baltimore.

There is a very decided increase in the manufacturing interests of Baltimore, and a growing tendency upon the part of the people of this city to invest their capital in new industrial enterprises, while there is also some disposition on the part of Northern capitalists to engage in manufacturing here. Within the last few weeks we have chronicled the organization of quite a number of new manufacturing companies, among them being the Maryland Folding Iron Gate Company, capital \$50,000; the Maryland Creamery & Dairy Co., cash capital \$250,000; the Columbian Iron Works & Dry Dock Company, capital \$150,000, to operate the extensive works of the Baltimore Dry Dock Company, a new company composed of the former proprietor of the Vulcan Iron Works and others, to resume operations at these works; two ice-manufacturing companies with large capital; the Specialty Manufacturing Company, capital \$100,000; the Union File Company, capital \$50,000; and the Distilled Water-Ice Manufacturing Company, capital \$300,000.

The aggregate capital stock of these companies is over \$1,000,000. In addition to the ones mentioned, however, there have been a number of other manufacturing concerns, not incorporated, which have lately been established in Baltimore,—so that the total amount of capital stock of manufacturing enterprises organized within the last month or so will probably not fall much short of \$1,250,000. Considering the general depression in trade, and especially in many lines of manufactures, this showing is very satisfactory.

There is, moreover, a very general interest being awakened in this city on the subject of manufactures, and we are informed that a large number of schemes are being worked up for establishing new enterprises here. The outlook is quite encouraging, and gives promise of Baltimore becoming a leading industrial centre.

THE Morrison tariff bill is so very absurd, and the chances of its ever becoming a law are so slim, that it seems like a waste of time and space to argue as to the folly of it. The people of this country need a protective tariff; they want it and they propose to have it; and on these three points the South—the future manufacturing centre of the world—is rapidly becoming very "solid." The strongest friends of protection and its ablest advocates will be found hereafter in the South.

LAST year was a very unsatisfactory one in the South so far as regards the production of cotton and cereals, the yield of both being largely decreased by unfavorable weather. Despite this fact, however, the South is making more rapid industrial progress than ever before, and if what that section is now doing can be accomplished during a bad crop season, how much greater will be its progress after a year of good crops?

THE Eagle and Phoenix Manufacturing Company, of Columbus, Ga., which now own the most extensive cotton mills in the South, have accumulated a surplus of \$2,000,000 on a capital of \$1,250,000. During the past year the sales of the mill exceeded its production, a remarkable fact when taken in connection with the over-production of cotton goods in other sections, and the aggregate sales for the year were \$217,419 greater than in the preceding year. Heavy expenses were incurred for new machinery, repairs to water power, new warehouses, &c., but still the usual annual dividend was earned over and above all this. Plans have now been prepared for building an additional mill of large capacity, and, as soon as approved by the stockholders, work will be commenced. It is understood, as will be seen by reference to our Construction Department, that the proprietors of the Anniston (Ala.) Cotton Factory have also decided to build an additional mill of about 25,000 spindles capacity. Somehow it seems that those who have been the longest in the field in manufacturing cotton at the South are the most active in increasing their facilities and in building new mills.

THE morning edition of the Baltimore *Day* has been discontinued in consequence of insufficient patronage to pay its expenses, though the evening edition, which is on a very successful basis, will of course be continued. We regret that the people of Baltimore show such a lack of appreciation of their daily papers, and give so little encouragement to them as to have made it necessary for the publishers of the *Day* to take this step. It was a paper that deserved success, and its suspension is a loss to the city. One of the most serious mistakes made by the business men of Baltimore is their failure to give such support to the press of this city as would enable our publishers to issue papers equal to those of other leading cities. The MANUFACTURERS' RECORD, not being a local paper nor dependent upon local patronage, can challenge comparison with the best papers of its class in the United States.

THE Pulaski Improvement Company has been organized in Philadelphia, to develop Martins, a station on the Norfolk & Western Railroad, at the junction of the new Cripple Creek branch, the intention of those interested being to change the name to Pulaski, and make a second Roanoke of it. The advantages of Pulaski as a manufacturing point will be very good, and we may now expect to hear of another booming Virginia town.

It looks as though the reported discovery of a tin mine in North Carolina would prove to be genuine, and that another source of wealth would be added to that State as well as to the country in general.

# CONSTRUCTION DEPARTMENT.

We publish, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

R. H. T. ADAMS, of Lynchburg, will build a large tobacco factory at Danville, Va.

Two furnaces are to be built at the new town of Sheffield—one by Gen. Thomas and one by Hill & Ensley. Wray & Co., of Nashville, will erect very large grain elevator; other manufactures will follow.

THE Columbus (Ga.) Female College will not be rebuilt.

B. L. Dyer and others, of La Fayette, Ala., will erect a college building at that place, and invite proposals.

B. G. Easton, of Detroit, is in Selma, Ala., to start a branch factory.

INCORPORATED in Maryland—Hagers-town and State Line Railroad, to be a branch of Western Maryland Railroad, Mr. John M. Hood, o. Baltimore, being interested.

SEWARD & MUNT have erected a very large truck factory at Petersburg, Va.

MEYER & MULLER will construct wharf and warehouse at Jacksonville, Fla.

WALTER GORDON has put 500 men at work at Sheffield, near Tuscumbia, Ala., grading for railroad.

MR. A. D. MILLS, of Oxford, Mich., will soon leave there, and, in connection with J. C. Proctor, commence erection of extensive planing mill at Montgomery, Ala., previously mentioned.

THE Columbus Meat and Ice Company, of Columbus, Texas, with a capital of \$250,000, are erecting an immense building for refrigerating meats and making ice. Building alone will cost over \$100,000.

EIGHT large warehouses to be erected at New Orleans, by James Freret.

D. D. PEDEN and others, of Griffin, Ga., are working up the fruit evaporator company previously mentioned.

GRiffin, Ga., Cotton Manufacturing Co. are buying their outfit of machinery.

A LEAD mining company is organizing in Birmingham, Ala.

A METHODIST Church will be erected in Rome, Ga.

CHARTERED—Fort Worth, (Texas,) Corsicana & Sabine Pass Railway.

TRACK-LAYING resumed on the Louisville, New Orleans & Texas Railroad, at a point 60 miles south of Memphis.

E. B. Ross has established a tobacco factory at Rossview, Tenn.

INCORPORATED in Jackson, Miss., the Delta Jute and Fibre Manufacturing Co.

A TRAM ROAD is to be built between Scranton and Hymansville, S. C. W. R. Singletay, secretary.

THE Fort Worth (Texas) Woolen Mill Company, previously mentioned, have a capital of \$250,000.

THE Charleston Furniture Company, Charleston, W. Va., are putting in new machinery.

A COTTON factory is being organized in Durham, N. C.

THE Watts Coal, Coke and Iron Co., of Alabama, the charter of which was previously mentioned, own 12,000 acres of land on which they will operate.

JOHN C. ANGIER, of Durham, N. C., president of the new woolen mills previously mentioned, is now buying machinery.

T. S. CHRISTIAN and others, of Durham, N. C., will establish a large sash, door and blind factory.

W. F. ALEXANDER, chairman of Committee on Water Supply, Jackson, Tenn., invites proposals to March 29 for furnishing materials and constructing water works. About 50,000 feet of pipe, from 4 to 16 inches, 20 tons of castings, pumping engine, steam pump, two tubular boilers, engine house, &c., will be required.

MESSRS. HAY & MELLETT, of Winamac, Ind., are looking for a site for woolen factory in Tuscaloosa, Ala.

STONE, ALDRICH & MARTIN are building a large saw mill at Claremont, Va.

MESSRS. MORGAN & WOOLFOLK, of Birmingham, talk of erecting a cotton compress.

A BRUSH Electric Light Co. will probably be organized in Birmingham.

A LARGE tannery will be located near the stock yards, Roanoke, Va., and a boot and shoe factory will probably follow. Roanoke Machine Works Co. can give particulars.

A LARGE university building has just been commenced at Chattanooga.—Dr. R. S. Rust being secretary board of trustees.

THE Eagle & Phenix Manufacturing Co., of Columbus, Ga., will probably erect an additional cotton mill.

THE Florence Flour Mill, Florence, Ala., is to be enlarged, and a hub and spoke factory added to it.

A STREET car company has been organized in Macon, Ga.

TRACK-LAYING will be commenced at once on the Kentucky Central.

THE Woodstock Iron Co., of Anniston, Ala., will soon erect two additional coke furnaces, besides doubling the capacity of No. 2 as previously reported. Messrs. Tyler & Noble will build a hundred or more dwellings; Mr. Foster will build a planing mill; Mr. Harrison a planing mill; Mr. Brady an ice factory; while a large number of stores, warehouses and dwellings will soon be commenced. Further information about these projects can be obtained from Major Edward Hull, Anniston, Ala.

THE Anniston, Ala., Cotton Factory are reported as preparing to build another mill of about 25,000 spindles.

ANNISTON, ALA., Quarrying Co., (secretary, O. E. Smith,) has been organized.

THE National Refrigerating and Construction Company, of Washington, D. C., will establish an ice factory in Lynchburg, and probably in all the principal cities of Virginia.

PIKE county, Ky., will build a courthouse.

H. G. MEAD & Co., of Knoxville, Tenn., will build a large warehouse.

CHEROKEE IRON Co., at Cedartown, Ga., will change their furnace so as to make iron with coke.

A STOVE foundry and ice factory are rumored for Birmingham, Ala.

TRACK-LAYING will commence on East & West Railway of Alabama early in March. The line from Broken Arrow to Birmingham will soon be located.

REPORTED that a union depot will be built in Birmingham, Ala.

J. W. L. ARTHUR, of Tryon city, N. C., will start a broom factory at Greenville, S. C.

MAJ. WHINNERY, engineer of the N. O. & N. E. R. R., is superintending the preliminary work at Meridian, Miss., for the construction of immense machine shops for the road there. Work on foundations commenced. About 500 hands to be employed.

THE Kinnebrew Flour Mill will be built at Brownwood, Texas.

W. H. WRIGHT & Co., of Shelbyville, Tenn., have bought Wallis flour mill, at that place, and will develop it.

R. F. WALLIS & Co., of Shelbyville, Tenn., will build a plow factory there.

EL PASO, TEXAS, is to have gas and water works.

THE new cotton-mill company, of Dalton, Ga., has been fully organized, with J. K. Brunner secretary and treasurer, as previously stated.

ORGANIZED by W. T. Sylvester, of Jacksonville, Fla., and others, the Macon, St. John & Gulf Railroad, capital stock \$2,000,000, to build a railroad from Macon to some point in Florida.

CRUDUP & TABLE have taken part in tract to build railroad from Sheffield, Ala., the new town, two miles from Tuscumbia, Alabama.

COL. PORTER KING and others, of Birmingham, Ala., have formed a company and will open a new coal mine at Coalburg.

CRICHTON & MCINTIRE, of Beaumont, Texas, will construct a machine for the Beaumont Ice Factory.

THE Marshall (Texas) Car Wheel Foundry, lately bought by Texas & Pacific Railroad, as previously stated, will be much enlarged.

GREENVILLE, Tenn., is to have a woolen mill.

IT is reported that C. A. Hege, of the Salem, N. C., Iron Works, will remove to Palatka, Fla.

A UNION DEPOT is to be built at Lynchburg, Va., by the Norfolk & Western and other railroads.

A NEW industrial town is to be built up at Martin's Station, Va., on the Norfolk & Western Railroad. Name will be Pulaski.

INCORPORATED in Baltimore—The Cable Motor and Construction Company—capital stock \$250,000—for the construction of cable railways. John S. Gilman, Chas. Reuter and others, incorporators.

THE Columbia, Tenn., cotton factory, previously reported, will be built at once. Capital, \$175,000. W. C. Jones, care Manufacturers' and Immigration Association, Columbia, Tenn., manager.

INCORPORATED in Baltimore—Rialto Guano Co., capital stock \$150,000, to manufacture fertilizers. L. Seldner and others, incorporators.

THE Baton Rouge, La., Central Sugar Works and Refinery, previously rumored, will be established. Nearly \$100,000 already raised. Particulars from Mr. Wm. Garig, Baton Rouge.

MR. JONES will build a wooden bowl factory at Dyersburg, Tenn.

MESSRS. CARPENTER, ELY & Co., Plaquemine, Ala., saw and shingle mill, will increase machinery.

ORGANIZED at Fairmont, W. Va.,—the Fairmont, Morgantown & Pittsburgh Railroad, by W. M. Clements and others. Work to be commenced at once.

HARRIS Bros. of Pinson, Tenn., will build a flour mill.

THE Clarksville, Tenn., Water Works Company are increasing their machinery.

THE grain elevator previously reported to be built at Lambert's Point, Va., by Reynolds & Co., of Norfolk, Va., for the Norfolk & Western Railroad, will have capacity for 300,000 bushels.

HAYMAN & Co., flour mill, Lexington, Ky., will put in new machinery.

THE San Diego Mining and Smelting Co., previously reported, has organized at Maysville, Ky., to operate in Republic of Mexico.

THE \$100,000 sugar factory in Nashville will be built by Smith, Gifford & Co. and others,—previously reported.

W. T. BUCKNER & Son, carriage builders, Charleston, Mo., will remove to Union City, Tenn.

C. C. HAGEMEYER & Co., Butler, Ky., are building a saw mill.

## BURNED.

SAW mill of B. R. Jackson, on Mobile & Ohio Railroad, 23 miles from Mobile.

MILL house and machinery on Rimer gold mine, near Salisbury, N. C.; loss \$30,000.

GRIST mill and gin of Bunk Peck, Hatchetubee, Ga.

McFERRIN & BIBB's saw and grist mill at Center, District No. 12, Tenn.

THE Rockland Bleaching and Dye Works, at Rockland, Baltimore county, Md. Loss \$25,000.

## A Rapidly Improving Town.

**Columbia, Tenn., and Its New Industries.**

(Special Correspondence BALTIMORE MANUFACTURERS' RECORD.)

COLUMBIA, TENN., February 6, 1884.

It is now settled that Columbia is to have a cotton factory costing \$175,000. Recently Mr. W. C. Jones, of Laurel Hill Factory, made a proposition to the Manufacturers and Immigration Association of this city to build a cotton factory in this city, with stock amounting to \$100,000; then issue bonds for \$75,000, making total cost of \$175,000. Mr. Jones offered to take \$50,000. That association appointed a committee, composed of James P. Street, T. B. Rains, J. M. Mays, G. L. Thomas and G. T. Hughes, to raise the balance of the stock. This committee commenced yesterday morning to raise the remaining \$50,000, and before noon to-day all of said stock had been taken. A charter will be applied for at once, and Columbia will have soon a cotton factory.

Steps are also being taken to establish a sash, door and blind factory in this city, with a capital stock of \$50,000; and those who have the matter in charge say that this factory will certainly be built.

Columbia is already on a boom, and increasing rapidly; but the establishment of these factories will increase the boom, and make it one of the manufacturing cities of the South. The statistics show that more mules are sold in this county than in any other in the United States. This is indeed a stock county, with fine lands, and the third county in the State, Columbia being its county-seat. With such a rich county, and manufacturing establishments of such importance, there is no reason why Columbia should not become an important manufacturing city.

## COLUMBIA.

ADVERTISERS wishing to reach the manufacturers of all classes, mining companies, steel, iron and hardware dealers of the entire South, cannot find better medium than the BALTIMORE MANUFACTURERS' RECORD. We are always prepared to furnish proof of our claims as to circulation.

### Howard & Bullough's Self-Stopping Warping or Beaming Machine.

The first self-stopping beaming machine that ever gained any practical success was one which Howard & Bullough succeeded in making after many years of trial, and which was exhibited at the Paris Exposition in 1867. There were, however, three defects which Messrs. Howard & Bullough say that all their efforts, as well as those of others, failed to remove, until the roller or Singleton machine was produced. These defects were:

1. The slowness in action of all oscillating bars. 2. The liability to stop when the thread was not absolutely broken, but when, on account of the overrun of a bobbin, the thread became slack. This is of constant occurrence when the machine is working, especially at a quick speed. 3. The liability of not stopping when a thread did break, owing to the accumulation of fibres on the top of the frame which holds the fallers. These fibres interlace and accumulate on this frame below the threads till the fallers are, so to speak, up to the neck in the floss, and, therefore, often fail to fall when a thread does break. This is a defect not likely to be seen in an exhibition, where machinery works under very favorable conditions and is kept very clean, but is a most serious one and a very obstinate one.

Singleton, instead of trying to improve the oscillating bar, as all others had been fruitlessly trying to do, dispensed with it altogether. He caused a pair of rollers to

time at which the faller begins to drop to severing the driving power from the machine. With the oscillating bar it is often 24 inches and 30 inches.

In all machines except the roller machine, the faller has a drop of only 5-16 to 7-16 of an inch. If therefore the bobbin overruns, the slackness of the thread may well allow the faller to drop that distance, and so be caught by the oscillating bar and the machine be stopped for nothing. If they stand out more than 7-16 of an inch they become unsteady, and the extra length makes them too heavy, hence they often stop for merely slack threads. In the roller machine the fallers are placed 3, 4 and 5 inches above the rollers, so that a thread cannot possibly become so slack as to allow the faller to descend so far. It must be broken if the faller can descend so far.

The advantages claimed for this machine are:

1st. The threads running in contact with the surface of the pin-holder, sweep away

is lost in getting to work again after a stoppage, and the present practice of drawing the thread through an eyelet by means of a reed hook is rendered unnecessary, and the time of doing so saved.

5th. There being nothing but the two rollers and their direct connection to the spring handle, in place of the oscillating bar, the trigger lever, the hook catch, the cam and cam lever of our machine, the improved machine is considerably simpler; there being fewer parts to adjust, it is less tedious to manage.

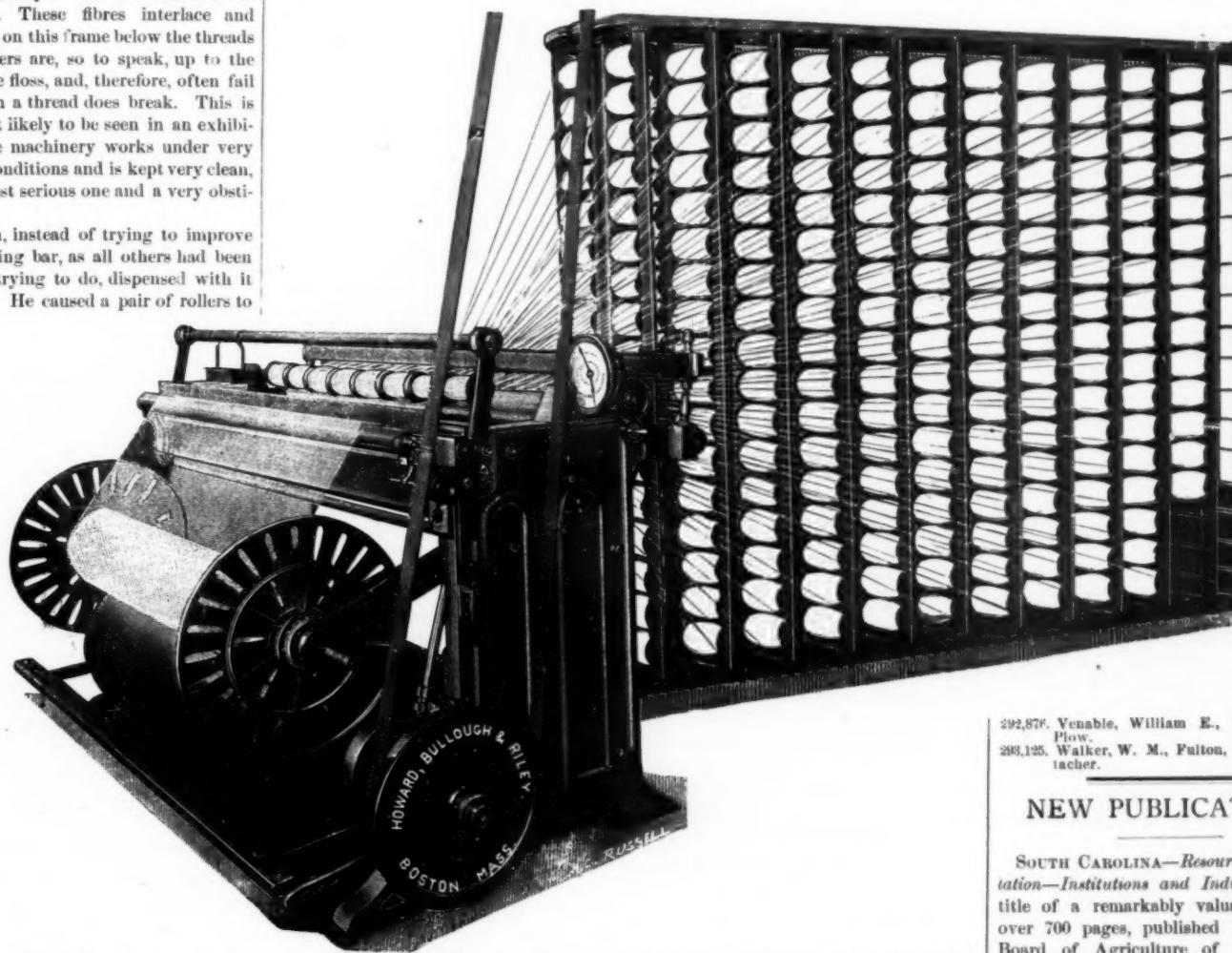
6th. A patent clutch box has been applied to this machine, whereby the rotating rollers are put out of gear when the machine stops, thus enabling the beam to be turned backwards or forwards easily.

Further particulars can be obtained from Messrs. Howard, Bullough & Riley, Boston, Mass.

### List of Patents.

The following patents were granted to citizens of the Southern States, bearing date Feb. 5, 1864. Reported expressly for this paper by Louis Bagger

292,053. Mercer, W. H., Mercer, S. C. Stalk-chopper.  
292,056. Moore, F. A., Louisville, Ky. Fruit-picker.  
292,058. Moore, F. A., Louisville, Ky. Screw-clamp.  
292,041. Nunnelley, Dudley, Keene, Ky. Buggy-top.  
293,070. Peacock, Geo., Selma, Ala. Lubricating device for wheels.  
293,071. Peacock, Geo., Selma, Ala. Hub for car-wheels.  
293,074. Pecor, A. C., Baltimore, Md. Refrigerating dish-cover.  
293,075. Pfeifer, Gus., Galveston, Texas. Cotton-marking brush.  
293,080. Rankin and Knox, Grovesbeck, Texas. Soil-pulverizer.  
292,052. Robbarts, G. W., Elmo, Texas. Baling-press.  
292,072. Royster, Wm. H., Midway, Va. Churn.  
293,098. Simmons, C. H., Munford, Ala. Pen-thresher and cotton-opener.  
292,069. Sinclair, James E., Baltimore, Md. Machine for washing, scouring and burning wool.  
292,070. Stahlberg, Chas., Corsicana, Texas. Escapement for torsion pendulums.  
293,201. Stewart, G. W., Atlanta, Ga. Car axle.



HOWARD & BULLOUGH'S SELF-STOPPING BEAMING MACHINE.

& Co., mechanical experts and solicitors of patents, Washington, D. C.

the fibres as they fall, and allow no accumulation of "floss" to interfere with the dropping of the pins.

2d. The nip of the rollers being so far below the pins, there is no liability for the machine to stop on account of slack ends. The pin cannot fall so low unless the thread is absolutely broken.

3d. All the pins remaining in their ordinary working position above the roller when the machine stops, with the exception of the one which has fallen, and for the moment gone out of use, the warper may, after piecing the broken thread, set the machine on without hesitation, knowing that there is no fear of some of the pins remaining down to obstruct the starting of the machine.

4th. The machine being "set on again," the warper drops a pin on the thread last broken, to replace the one that has passed between the two rollers, and thus little time

293,131. Altmeyer, Jacob, Benwood, W. Va. Metallurgical furnace.

293,138. Bleike, W. T., Jr., Galveston, Tex. Poultry coop.

292,979. Broadbent, C. F., Baltimore, Md. Soap.

293,144. Bush, Thomas J., Lexington, Ky. Boring gage.

292,985. Caldwell, E. V., Harpersville, Ala. Harrow.

293,149. Crandell, J. H., Upper Marlborough, Md. Sewing-machine motor.

292,995. Davis, Riley L., Mooreville, N. C. Elevator.

293,001. Ferguson, L. D., Nashville, Tenn. Clay pulverizer.

293,022. Hilgner, Robt., New Orleans, La. Bending attachment for sewing machines.

293,029. Jackson, W. W., Bethany, La. Huller, cleaner and separator.

293,033. Johnson, C. C., Jackson, Miss. Coin-holder.

293,034. Johnston, L. F., Springdale, Ark. House-cleaning implement.

292,925. Lee, C. B., Galveston, Texas. Refrigerating machine.

293,182. Loockerman, F. S., Manokin, Md. Hipping attachment for scissors.

292,878. Venable, William E., Nicholson, Ga. Plow.  
293,125. Walker, W. M., Fulton, Ky. Horse detacher.

### NEW PUBLICATIONS.

**SOUTH CAROLINA—Resources and Population—Institutions and Industries**—in the title of a remarkably valuable book of over 700 pages, published by the State Board of Agriculture of South Carolina. This book has been prepared with a view of attracting immigration and capital to that State, but is far superior to the ordinary State immigration books, surpassing anything in that line that we have ever seen. It is a complete review of the resources of the entire State, with much information of value as to the soil, climate, productions, manufactures, &c., of every section of the State. This book is particularly valuable, especially at the present time, when the remarkable development of South Carolina is attracting such general attention. Information relating to it can be had from Mr A. P. Butler, Commissioner of Agriculture, Columbia, S. C.

THAT "Model City of the South," Anniston, Ala., one of the wonders of the age in the matter of growth, has a paper known as the *Hot Blast*, that is about as enterprising and pushing as the city in which it is published. A live paper in a live town, it is a splendid exponent of the industrial life in Anniston.

## BALTIMORE MANUFACTURERS' RECORD.

## The South and West.

## A Comparative Test of Their Practical Capabilities and Advantages.

## SOUTHERN OFFICE

BALTIMORE MANUFACTURERS' RECORD,  
ATLANTA, GA., February 9, 1884.

A curious and interesting calculation has been recently made here, that has a startling significance in connection with an important and vast economic matter.

The problem demanding solution is the momentous one as to which affords the best field for immigration, the South or the West?

Which in the long run yields the best return to the average worker?

The case given may not be entitled to all that is claimed for it. There may have been outside considerations not properly estimated, or intrinsic personal qualities at work calculated in themselves to vary the result.

Be that as it may, I repeat that the instance, whether an unmeaning coincidence or not, is a case well worthy of an interested consideration.

There were five brothers in Craftsbury, Vermont, named Rawson. Two went to Iowa, two came to Georgia, and one remained at home. This was about fifty years ago. The three squads of youths were much the same sort of persons: steady, moral, intelligent, industrious, hard-working fellows, with pretty much the same economy, thrift and enterprise.

By a curious coincidence the Iowa couple and the Georgia couple finally located at the places that have become the seats of government of these States, Des Moines and Atlanta; they both also first settled in country places.

Now let us see the result: W. A. Rawson, the eldest, who came to Georgia, was worth \$600,000 in 1863. The war swept this away; he began again in 1865 and died a year or two ago, in 1879, worth \$300,000. Mr. E. E. Rawson, the other Georgian by adoption, is living and worth \$250,000 today.

The Iowa boys together have not realized as much as either of the Georgia men, while the Vermont youth who stayed at home on the family homestead has done less than any of the brothers.

We thus have Georgia, Iowa and Vermont in a square even-handed competition. The brothers have farmed, merchandised, and invested in real estate, giving a fair test of the three principal methods of making money. Mr. W. A. Rawson, the dead brother and wealthiest of the lot, manufactured some.

This is not a trial of a few years; it is an ordeal lasting half a century, and covering in that time a disastrous war that desolated Georgia, but did not hurt Iowa or Vermont.

The example is one that may be reasonably regarded as a typical one, and it may well be concluded that a hundred trials like this would eventuate in the same way. The men were alike, their qualities the same, their opportunities equal,—and the sole difference was in the advantages of their respective localities and the profit-bearing character of investments in each.

The elder brother, W. A. Rawson, kept accounts of his property all of his life. The exhibit of increase is very interesting. The first year he had \$416.68; the second year he added to it \$230; the 3d, \$442; the 5th he had \$9,105; the 15th, \$108,160; the 23d, \$213,053; in 1862, \$344,268; and 1863, \$600,000.

It is proper to state that none of these gentlemen have married fortunes or speculated. They have made their money in legitimate business, and by hard blows and steady energy.

It behooves those who are seeking new homes to consider well the philosophy of this very striking example of contrast in the remunerative result of investment and

labor in the North, the West, and the South.

Atlanta has definitely determined to make a display at the New Orleans Exposition. Major Baena, the president of the Globe Cotton Planter Co., has undertaken the agency of the representation. He has secured some 40,000 feet of area, and has the pledge of fully 30 leading manufacturers and business houses to take space and make exhibits.

Atlanta has, through her city council, determined to do \$150,000 of street paving. She did this amount last year, and a large number of the property-holders resisted their assessment of taxes to pay for the paving. The Supreme Court recently decided the question in favor of the city, and against the property-owners, and the result has been that the city authorities will now continue the necessary street improvement.

We are having much building done in Atlanta. The Kimball House is being reconstructed at a cost of \$400,000. A Chamber of Commerce is commenced that will take \$40,000. The Gate City National Bank is just finished at an expense of \$120,000. Major Fitten has erected a handsome building worth \$75,000. A court house has been recently completed, valued at \$140,000. The State capital, to cost a million, is at its inception. A park of 100 acres was given to the city by Col. L. P. Grant, and its improvement, has begun under Park Commission. The East Tennessee, Virginia & Georgia Railroad has established its shops here, expending \$200,000. The Constitution newspaper is putting up a new structure worth \$50,000, and has ordered a press worth \$27,000. Hundreds of elegant residences are being built. Year before last 1,600 new structures were put up; last year there were fully 1,800 new buildings, and this year has begun, despite the bad weather, at a rate that bids fair to double on last year.

[Since this was written, two large real estate sales have been made in Atlanta: one to Messrs. Rosenthal & Fox, of Baltimore, for \$75,000, and one to Mr. Geo. Cook for \$112,000, besides several smaller ones. Messrs. Rosenthal & Fox will expend about \$400,000 in erecting dwelling houses on their property, and Mr. Cook will also improve his.—*Editor MANUFACTURERS' RECORD.*]

The completion of the Georgia Pacific Railroad, opening up to the city an air line connection with the inexhaustible coal and iron quarries of Alabama, will give Atlanta a commercial feeder of colossal proportions.

I. W. AVERY.

## An Interesting Feature of Southern Progress.

## The Building of New Towns.

One of the most interesting features of Southern progress is the remarkable rapidity with which new towns spring up and grow into thriving cities, rivaling in their development the most noted examples of Western progress. In all parts of the South there are many villages rapidly assuming the importance of towns, and towns that are, with equal rapidity, becoming the centers of vast manufacturing interests, and steadily increasing in wealth and population. In every State, from Virginia to Texas, these can be found, and their number is surprisingly large. But it is more especially of the new places that spring into existence without passing through the usual course of a gradual increase from a village on up that we wish to speak just now.

A few years ago the place where Birmingham, Ala., now stands was a wilderness, with no indications pointing to the life and activity that now surges through that remarkable city. A stock company purchased the land and prepared to build up a new city. For a while these efforts

were successful, but the South was not then quite ready for a movement of that kind, and it soon looked as though Birmingham was doomed to premature decay. Not so, however. The wonderful mineral resources of the surrounding country became better understood, and as one furnace after another was built to utilize these vast supplies of coal and iron, Birmingham was quickened into new life. And now for five or six years there has been such substantial, rapid progress in that city as has rarely, if ever, been surpassed. Vast manufacturing and mercantile establishments, employing millions of dollars of capital, are now located there, and scarcely a day passes that some new industry or new business house on a large scale is not established there. The hotels are constantly crowded with strangers, not looking for salaried positions, but prospecting with a view of locating new enterprises.

The land company that originally owned the site of Birmingham, and which still owns large interests there, has paid enormous dividends, running last year to one hundred per cent. in cash, while still better dividends are anticipated for 1884. And yet the president, in his annual report a few days ago, stated that, owing to the advance in real estate in Birmingham within the last few years, the actual value of the company's property was now worth more than ever before, despite the large sales of real estate from year to year. As their property decreases in amount it increases in value,—the gain in the last four years, as shown by the average price received during each of those years for land sold being, if we remember aright, over 400 per cent. A concern that can pay 100 per cent. cash dividends annually, and at the same time quadruple the value of their property in four years, is undoubtedly an excellent institution in which to own stock. We have not seen lately any estimate as to the population of Birmingham, but some time since it was estimated by one of the local papers at about 15,000 or 16,000.

A little over two years ago Big Lick, Va., now Roanoke, was a small place, having only a few hundred inhabitants, and apparently having no particularly interesting future. But the owners of the Shenandoah Railroad, which was then being built down the Virginia Valley, decided to connect with the Norfolk & Western Railroad at Big Lick, and a company was organized to buy up a large amount of land adjoining the town. This was done, and then they went to work to build up the town. The success that has crowned their efforts may be judged from the fact that Roanoke now has about 7,000 inhabitants, while the number is rapidly increasing.

The Roanoke machine shops, a vast enterprise backed by the railroads uniting there, started up some months ago with several hundred hands, but will probably soon give employment to about 1,000 men. The Crozier Steel & Iron Works have in operation one of the finest furnaces in the South, employing several hundred men, while other manufacturing establishments, some of which are of great extent, are counted by the dozen, and in addition to those already in operation many others are being organized, among them a large agricultural machinery manufacturing company, a \$300,000 cotton mill, an extensive steam tannery, a rolling mill, a nail factory, and others. Progress is the order of the day in Roanoke, and a visitor from there says that the number of men constantly arriving and looking around for building lots for openings for new enterprises, &c., strongly reminds one of the rush to a new mining town, though the foundations of Roanoke's prosperity are much more solid and enduring than those built on a gold or silver mine, however prolific it may be.

With increased transportation facilities, which it is almost sure to have in the not

## CONFIDENTIAL CREDITS.

Ealy's "Blue Book," just published, contains the names, address, financial standing and paying qualities of over 150,000 dealers in **Hardware, Iron, Metals, Machinery, Cutlery, Guns, Stoves, Brass Goods, Machinists, etc.**, in the United States and Canada.

This is a new list, having been carefully compiled within the past three months by over 20,000 Special Local Correspondents and Merchants in the Trade, at an Expenditure of Many Thousands of Dollars. It is as complete and reliable in every particular as any Reference Book for determining Credits can be made, and is much more convenient than a larger Agency book, as the "Blue Book" is Condensed, being confined exclusively to the above-mentioned lines of trade.

We have reliable and active local correspondents in every city, town and village in the United States and Canada, and can furnish subscribers with late and full written reports regarding the character, habits, ability and financial worth of their customers.

The "Blue Book" is published twice a year. Terms of subscription made known on application to either of our offices.

## THE JOHN W. EALY COMPANY,

79 Dearborn St., 51 Chambers St.,  
CHICAGO. NEW YORK.

ENGINES,  
BOILERS, &c.

## For Sale Low.

1 Porter Horizontal Engine, 50-H. P. New.
1 " " " 18-H. P. "
1 " Portable 25-H. P. "
1 " " 4-H. P. "
1 Birdsall Traction Engine, 10-H. P. "
1 " Portable 10-H. P. "
1 " " 8-H. P. "
1 " Semi-Portable Engine, 8-H. P. New.

1 Wood, Tabor & Morse, 8-H. P. Second hand.  
1 Curley Saw Mill, No. 2. New.

1 Novelty Saw Mill. New.  
Also Engines, both Portable and Stationary, any size, or any size or description of Boilers. The Gardner 3-Cylinder Engines. Suyder's Little Giant Engines and Boilers.

Low Prices guaranteed. Send for Estimates, stating size wanted and purpose to be used for, to

## WM. R. EMERSON,

6 and 8 North Liberty St.,

BALTIMORE.



is selling very fast in the East, and is meeting with well-merited success. This little article should be in every place where a towel is used, as it saves towels and at the same time saves trouble. We will send a sample with prices for 15cts. or a sample dozen or \$1.00.

Haf & Co., Box 24,

HARTFORD, CONN.

THE PERFECT  
Towel Holder

Anvils, Vises, Portable Forges, Blacksmith's Tools, Hardware Specialties. Send for Price-List.

Chicago Scale Co., CHICAGO.

If you are not already a subscriber to the Baltimore Manufacturers' Record, send us \$3 and you will receive it regularly for one year or six months for \$1.50.



very distant future, Roanoke bids fair to become one of the most important industrial centres of the South.

Virginia has also given birth to another enterprise of this kind in Newport News which promises to become as important a point for the shipping trade as Roanoke will be for manufacturing interests.— Through the energy of the Chesapeake & Ohio Railroad, Newport News has been changed within the last few years from a barren shore to a shipping point of great importance, where hundreds of vessels arrived in 1883, and from where thousands of barrels of flour and immense quantities of coal and timber were exported last year. One of the largest elevators in the country, with a capacity of 1,500,000 bushels of grain, has been constructed, and by the next harvest time Newport News will undoubtedly become an important grain port. The coal piers and steamship wharves have been constructed on a very substantial scale, and there is every indication that the coal trade of this young town will assume an importance quite surprising to those who have watched the growth of this new port, which is destined to cut largely into the trade of some of the older Atlantic ports.

Turning from Virginia back to Alabama again we find several other towns that well illustrate this new feature in Southern progress. Anniston, which has been called the "Model City of the South," is situated in one of the most desirable locations to be found in Alabama. A few years ago a firm composed, we believe, of only two partners, neither of which could be called rich, seeing the advantages of the locality, purchased a large tract of land, and determined to build a town here. The history of their efforts is peculiarly interesting and instructive, but it is not necessary to elaborate it now. A cotton factory and one or two other manufacturing enterprises were started as these gentlemen were able to do so, and the profits from these were mainly used in beautifying the new town, in laying out streets, building water-works and similar undertakings, the entire place being retained in the possession of the original owners, who also controlled all the business of the place. After the population had increased to about 3,500, the owners determined to throw the town open to the public, which was done less than a year ago. Since then Anniston has grown very rapidly, and new industries, great and small, have been added to her wealth and increased her population. The original projectors of this town have, of course, like those of Birmingham and Roanoke, reaped a rich harvest for their enterprise and work. The rush to this town at present is simply wonderful, and it is expected that by spring there will be fully 10,000 people in Anniston. Dwellings and stores by the hundred have been contracted for, and house-builders are taxed to their utmost to keep up with their orders. As stated elsewhere in this issue of the MANUFACTURERS' RECORD, a large number of extensive manufacturing establishments are also soon to be erected in Anniston, among them being two furnaces, a very large cotton mill and two planing mills.

Probably the most brilliant effort in the line of founding a new town that the South has yet seen is the new-born town of Sheffield, Ala. Only a few months ago we gave the particulars of a company organized by two of the Gordon brothers, of Georgia, with a capital of half a million subscribed by Southern men, for the purpose of building a city near Florence, Ala. The site selected was particularly favorable, the advantages for manufacturing probably not being surpassed by any location in the country, and added to the cheapness with which coal could be mined, and the cheapness with which pig iron could be made, the new city would have magnificent transportation facilities by

water, so that it is estimated that iron made in Sheffield can be shipped to consuming markets several dollars a ton cheaper than from any place in the South where iron is now produced. Almost before the arrangements for preliminary work were commenced, the new company received overtures from the Seney Syndicate of New York, which resulted in their purchase a couple of weeks ago of a half interest in Sheffield, and assured a brilliant future to the newest of Southern cities. We believe that the ground for a railroad to open up Sheffield to the outside world has been broken only a few weeks, and no town lots will be for sale for a couple of months, yet companies have been organized to establish some very extensive enterprises there, so extensive in fact that it is fully expected that Sheffield will have 5,000 inhabitants before 1884 is ended. As stated by us last week, arrangements have already been made for building two large furnaces, a very large elevator, extensive shops for the Memphis & Charleston Railroad, and other industrial enterprises. Again, in this instance, as in the others, a fortune has come to those who planned this great undertaking.

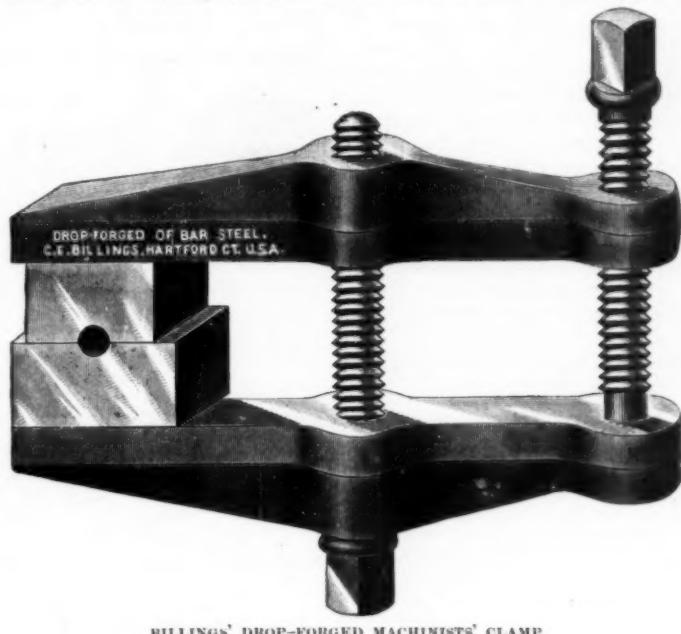
There are many other cities and towns in the South that are growing probably just as fast as Roanoke or Birmingham or Anniston, but it was only with such as

progress, besides affording every facility for packing stuffing-boxes.

The advantages claimed for these wheels are: It is impossible to make them hot, and under any amount of steam they never become more than slightly warm to the touch, and can be handled freely without the possibility of burning the fingers.

The ordinary wooden wheel loses much of its non-conducting property by reason of the two large metal plates which are required to retain in its position the wooden rim, which latter must also, to gain the requisite strength, be made very thick and unsightly. These metal plates cover such a large surface that, in operating valves, the hand is frequently brought in contact with their surfaces when heated to a point many degrees above the comfortable one, and in every case the wheel is rendered inconveniently hot to handle.

The mountings of wooden wheels are very liable to become loose by reason of shrinkage of the wood, caused by alternate wetting and drying, resulting from leaky stuffing-boxes, and they are then easily split and twisted off. In the glass wheel a small washer on the under side and a single screw on top constitute a perfectly simple and secure attachment to the valve stem, both of which parts are so placed as to be out of reach when operating valve.



BILLINGS' DROP-FORGED MACHINISTS' CLAMP.

have been started by individual enterprise that we care to deal just now, as showing one of the most interesting phases of the development of the South.

#### Non-Conducting Glass Valve Wheels.

The attention of manufacturers of Radiator valves, gauge cocks, lubricators, water gauges, injectors and the great variety of steam goods that are usually fitted with wooden wheels, is invited to an Improved Non-Conducting Glass Wheel, made by Messrs. Pancrat & Maule, 23 and 245 South Third street, Philadelphia. These wheels are made of black flint glass (although any desired color can be substituted,) and are thoroughly annealed, by which they gain sufficient strength to stand rough usage. Should they break off the mountings would not be injured; and as the latter are interchangeable, a new wheel can be put on with a common screwdriver in a few moments by any one.

When using valves fitted with glass wheels, the radiators may be erected in a new building and connected up, and when the entire work is done and ready to be turned over, the wheels can be put on all valves in a few moments, thus saving the work from being tampered with while in

and the hand can only touch the cool surface of the glass, which material, being unaffected by heat or moisture, is exempt from the tendency to become loose—common to the ordinary wheel.

The wood wheel soon loses its polish, and becomes dingy and unsightly from wear and the accumulation of dust; whereas the glass one retains its bright and glistening surface indefinitely, and is as attractive after ten years' service as when first put on.

#### Billings' Drop-Forged Machinists' Clamp.

The accompanying illustration shows a style of clamp forged from bar steel. It is a very useful tool for the machinist and tool maker, and one which, as a general thing, they have always been obliged to make for themselves. The old way of making these clamps was by using straight square bars, of the desired length and size, drilling, tapping and putting in the screws. Necessarily there was a weak point, where the centre screw passed through the pieces, and they were very apt to break at that point. The designer of this clamp, as shown in the cut, claims nothing particularly new, except it being drop-forged and the stock distributed in a way to overcome the weak points named. The cost is very small. The Billings & Spencer Company, Hartford, Conn., are the manufacturers.

## SHEET IRON ROOFING.

Northrop's Patent Cap Seam  
Iron Roofing.

No rivets, screws or nails through the sheets. Easily applied and perfectly watertight.

#### CRIMPED IRONS

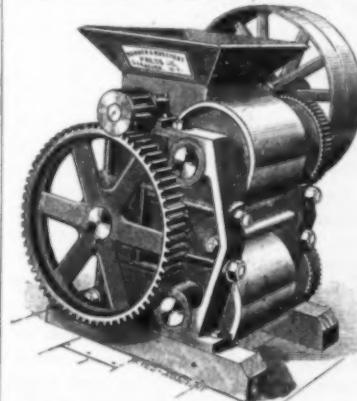
of various styles for Roofing and Siding.

#### IRON CEILING.

ORNAMENTAL. DURABLE. FIRE-PROOF.

A. NORTHROP & CO.  
97 First Avenue,  
PITTSBURGH, PA.

## CRUSHERS.



Presses, Heaters, Hullers, &c.  
For Small or Medium-size

#### COTTON-SEED OIL MILLS.

Can furnish estimates for a complete mill or any part thereof. Also BALING PRESSES for Cotton, Woolen or Paper factories.

Lard, Tallow, Olive and Paraffine Presses.

Correspondence solicited.

Boomer & Boschert Press Co., Syracuse, N. Y.  
Or, 319 Fulton St., New York City.

## E. J. CODD & CO.

Foundry, Machine and Boiler Works,

255 to 261 S. Caroline St., BALTIMORE.

#### BUILDERS OF

Stationary and Marine Builders, Stills, Tanks, Agitators, Kettles, &c., Stationary and Marine Engines, Fertilizing Mills, Steam Dredges, &c.

Prompt attention given to Steamship, Mill and other Repairs. Iron and Brass Castings made to order.

## Derby Roll Top Desks.

Best Office Desk in the World.



Cherry, Walnut, Oak, Ash and Mahogany.

Send for Illustrated Catalogue.

Geo. H. Derby & Co.  
55 Charlestown St., BOSTON, Mass.

## PRINTERS' ROLLERS.

Composition, 35 cts. per lb. No charge for casting.

Orders by mail given prompt attention.

B. DIETZ, Cor. Light and Mercer Sts., Baltimore.



## Philadelphia Iron Market.

PHILADELPHIA, February 12, 1884.

The consumptive requirements of pig iron consumers are being filled steadily at \$20 to \$21 for No. 1 foundry; \$18.50 to \$19.50 for No. 2; \$17.50 to \$18.50 for forge. Prices will not go any lower, and an advance is also improbable, although an apparent advance has been announced by one prominent company. The pig iron industry is gradually swinging around into the right position. Reports from 48 furnaces in blast show a production during January of 60,197 tons, as against 73,854 tons during December; stocks on hand February 1st, 95,651, as against 111,750 tons on January 1st, showing a decline of virtually 30,000 tons within a month. Consumers are preparing to carry larger stocks. The iron trade has been characterized by so many surprises during the past year that they think it best to provide against any further surprises which may possibly come in the shape of advancing prices. There is no inducement for furnaces out of blast to blow in. The great underlying causes which make markets good or bad are not likely to call for any increased production. A gradual improvement in the tone of the market is quite probable, but it can be checked by very slight causes.

All the Southern furnaces are doing well, and are sold ahead. Less material is being offered on the market now than a month ago, and inquiries and orders are more frequent. An order for 2,000 tons of plates and shaped iron was given out this week, for a cable road in this city. Brokers are negotiating for material that will aggregate 2,000 tons for bridge iron, boat plate and tank; and Western makers booked orders for about 3,000 tons of iron for the construction of Lake Craft. The sheet mills have sold more iron than usual during the past week, but prices are very low. Construction iron is lower now than it has been for years. Bar iron is selling more freely at 1.75 to 2 cts. The car works have abundant orders on hand, and have secured orders for 400 cars within a few days. The bridge works are well supplied with work. Rail makers are holding prices up, but are not selling very much; buyers are willing to pay \$33.50 to \$34. The rail mills are crowded with orders for months to come, and, in spite of reports to the contrary, enterprises are taking shape which will call for large quantities of railroad material throughout the year. Cargo scrap is wanted at \$22.50; Foreign Bessemer at \$19 to \$19.50; Spiegeleisen at \$27.50 to \$28 and tees at \$22.75; crop ends, \$19.50.

## HARDWARE.

There have been no changes of any importance in the market, orders being active as previously noted. Screws are much firmer, as predicted two weeks ago, and while some lots in store might be had at 75 per cent. discount. Large orders or those to be filled from factories cannot be placed, so it is said, at that rate.

Nails are quiet, with prices quoted at \$2.50. Stocks light.

## Cincinnati Iron Market Report.

Specially reported by ROGERS, BROWN & CO., Pig Iron Commission.

CINCINNATI, Feb. 11, 1884.

With nearly all the foundries on the Ohio river under water, and transportation lines practically all suspended, the pig iron market, so far as this locality is concerned, is at a standstill. The advance in prices, by Tennessee and Alabama furnaces already noted, is fully maintained, and orders have been entered quite as freely at the higher figures as at the lower. All the furnaces mentioned are averse to making long contracts, and on some which have been entered in the past few days, have secured 50 to 75 cts. per ton advance. Softeners and good charcoal irons are in demand and secure full prices. Car-wheel irons are a little slow. Forge irons fairly active. We quote for cash:

HOT-BLAST FOUNDRY.		
Hanging Rock C. C., No. 1.....	\$22.00@22.00	
" " 2.....	20.00@22.00	
Southern Strong Coke, " 1.....	21.00@22.00	
" " 2.....	19.00@19.50	
Soft Stone Coal, " 1.....	19.00@20.00	
" " 2.....	17.50@18.00	
FORGE.		
Strong Neutral, No. 1 Mill.....	16.50@17.00	
Cold Short, " 1.....	15.50@16.00	

CAR WHEEL AND MALLEABLE.		
Hanging Rock C. B.....	30.00@31.00	
" " W. B.....	23.00@26.00	
Southern Car-Wheel Iron.....	25.50@26.50	
Lake Superior " Malleable.....	24.50@25.50	

Specially reported by E. L. BARBER & CO.

CINCINNATI, February 11, 1884.

The extraordinary and disastrous flood throughout the Ohio Valley, embracing all that important area from Pittsburgh to Evansville, and reaching back to many industrious points in the interior, has materially lessened the demand, temporarily suspending business throughout the section. Nearly all the mills on the Ohio river are at this writing inundated and more or less submerged, and, though the waters will quickly recede, no doubt, the interruption and damage will preclude immediate resumption of operations. The aggregate reduction of production of manufactured iron will prove large, and the accumulation of orders will prompt as early a start as possible. The foundries along the Ohio river have suffered proportionately, perhaps, more than the mills. Aside from the curtailment of production in the section referred to business has continued active, and prices are well maintained, small advances being granted for favorite brands in many instances. We quote as follows:

FOUNDRY. Four Months.		
Hanging Rock Charcoal, No. 1.....	\$22.50@22.50	
" " 2.....	21.25@22.25	
Strong Neutral Coke, " 1.....	18.50@19.00	
" " 2.....	17.50@18.00	
American Scotch, " 1.....	19.00@19.50	
GREY FORGE.		
Neutral Coke.....	16.75@17.25	
Cold Short.....	16.25@16.75	

CAR WHEEL AND MALLEABLE.		
Hanging Rock, strictly cold blast.....	—@27.75	
" " warm ".....	20.00@24.00	
Lake Superior Charcoal, all grades.....	24.00@25.00	
South. Car Wheel, strictly cold blast.....	26.50@27.50	

## Louisville Iron Market.

Specially reported by GEO. H. HULL & CO., Commission Merchants for the sale of Hot and Cold Blast Pig Iron.

LOUISVILLE, KY., February 11, 1884.

The market is firm in tone. Some slight concessions have been made by furnaces on odd lots of iron they had on hand unsold, but for regular grades prices are firm, and sales have been made for the year's delivery at full prices for the first six months and 50 cts. per ton higher for the second six months. The demand is steadily increasing, although some buyers are still holding off, anticipating lower figures. Indications are that prices will be higher instead. We quote:

FOUNDRY IRON.		
No. 1 Hanging Rock Charcoal.....	\$22.50@24.00	
" 1 Southern Charcoal.....	21.00@22.00	
" 1 Hanging Rock Stone Coal and Coke.....	20.00@21.00	
" 1 Southern Stone Coal and Coke.....	19.00@19.50	
" 2 " ".....	18.00@18.25	
American Scotch.....	17.50@18.00	
Open Silver Gray.....	17.50@18.00	
Close ".....	16.00@17.00	
MILL IRONS.		
No. 1 Charcoal.....	19.00@20.00	
" 1 Stone Coal and Coke, Neutral.....	16.75@17.00	
" 2 " ".....	16.25@16.50	
" 1 Stone Coal and Coke, Cold Short.....	16.50@16.75	
" 2 Stone Coal and Coke, Cold Short.....	15.75@16.25	
White and Mottled, Cold Short and Neutral.....	14.50@15.00	
CAR-WHEEL IRONS.		
Hanging Rock Cold Blast.....	22.00@23.00	
" " Warm ".....	21.50@23.50	
Alabama and Georgia Warm and Cold Blast.....	23.00@23.50	
Central Kentucky Cold Blast.....	25.00@26.00	

All quotations in Iron, par.

Specially reported by W. B. BELKNAP & CO., Nails, Wire, Iron, Hardware, Carriage and Wagon Goods.

LOUISVILLE, KY., Feb. 11, 1884.

General trade, which, on the cessation of the extreme cold, had opened up finely, has received a severe check by the destructive flood now prevalent in the Ohio Valley. Continuous rains, melting a large body of snow about the headwaters, have brought on a recurrence of last year's disasters. A large portion of this city lying along the river bank is submerged, and the waters are still rising. Traffic along the river is

totally suspended. The railroads all around us, except those running south, have been seriously embarrassed, and delayed freight and late mails are subjects of general complaint. The losses at Pittsburg and Wheeling are probably heavier than ever before from the same cause.

Bar iron.—There is decidedly better inquiry, and good round sales have been effected, but it is impossible to secure any advance in prices; there is enough iron for immediate requirements, despite the fact that several large and usually active mills on the upper Ohio are closed.

Hoops and sheets are rather dull. No change in prices to note.

Nails.—The supply held out wonderfully during the stoppage of the mills. Prices at the mills ranged from 2.40 to 2.50, and in this market from \$2.50 to 2.65, according to customers and the nature of the bill. The present flood will prevent the mills starting up Monday, and those who dropped prices, discounting the probable decline, had to advance them again, and it now looks as though the market would be very bare before a supply can reach.

Wire.—The price of barb wire continues extremely weak. A huge demand is predicted for the spring, and we expect to see it verified. Meantime the manufacturers are busy cutting prices to catch trade.

## St. Louis Iron Market.

Specially reported by HOPPER & CO., Pig Iron and Iron Ore, No. 214 Pine Street.

ST. LOUIS, Feb. 11, 1884.

We have no change to note since our last report. We quote:

HOT-BLAST CHARCOAL.		
Missouri.....	\$19.50@20.50	
Southern.....	30.00@22.00	
Ohio.....	34.00@26.00	
CORE AND COAL.		
Missouri.....	19.50@20.50	
Southern.....	18.50@19.50	
Ohio.....	21.00@22.00	
MILL IRONS.		
Red Short.....	18.50@19.50	
Neutral.....	17.00@18.00	
CAR-WHEEL AND MALLEABLE IRON.		
Missouri.....	19.50@21.00	
Southern.....	25.00@28.00	
Ohio.....	23.00@23.00	
Iron, par.		

## BRASS.

ROLL AND SHEET BRASS.

Brown & Sharpe's Gauge the Standard.

New List, Jan. 17, 1884.

Das 10@20 %

COMMON HIGH BRASS.

Wider than 1" 4 10 12 14 16 18  
and including 10 12 13 14 16 18 20

To No. 30, inclusive..... 21 22 23 24 25 26 27 29  
Nos. 21, 22, 23 and 24..... 22 23 24 25 26 27 28 30  
Nos. 25 and 26..... 22 23 24 25 26 27 28 30  
Nos. 27 and 29..... 23 24 25 26 27 28 30 32

Add 9 cts.  $\frac{1}{2}$  lb. for sheets cut to particular widths and lengths.

Add  $\frac{1}{2}$  c.  $\frac{1}{2}$  lb. additional on each number thinner than Nos. 28 to 38, inclusive.

Brass thinner than No. 38 is Platers' Brass.

..... 35 cts.

Printers' rules..... 45 cts.

Printers' Sheets and Plates cut to particular sizes and lengths to No. 20, inclusive..... 30 cts.

Brazing, Spinning and Spring Brass, one cent more than common High Brass.

Low Brass four cts.  $\frac{1}{2}$  lb. more than common High Brass.

Gilding, Oreide and Bronze seven cts.  $\frac{1}{2}$  lb. more than common High Brass.

..... 35 cts.

Printers' rules..... 45 cts.

Printers' Sheets and Plates cut to particular sizes and lengths to No. 20, inclusive..... 30 cts.

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Printers' rules..... 45 cts.

Printers' Sheets and Plates cut to particular sizes and lengths to No. 20, inclusive.....



# PATENT ADJUSTABLE SOLDERING IRONS.



The only adjustable soldering-iron, combining perfect utility and simplicity of construction. Having no weak or complicated parts, it will outlast any other iron in the market. It has been subjected to the most severe tests, and in every case has given perfect satisfaction. From among the many favorable testimonials we have received, we publish the following:

*The Covert Manufacturing Co., West Troy, N. Y.:*

GENTLEMEN—I will state for your information that the Tinnery Soldering Tool, left at your request at this Arsenal last month for trial, has been thoroughly tested by the tinner employed here. It has been found superior to the soldering iron in common use, in that the copper tip is pivoted to the iron handle instead of being rigidly fastened thereto, and can be readily turned, so that it may form any angle with the handle that the workman may desire.

With the soldering tool in common use the change in relative position of tip and handle can be made only by heating and bending the handle.

Respectfully, your obedient servant,

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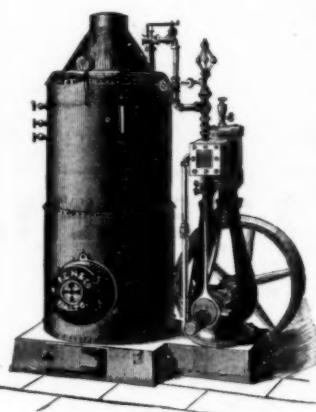
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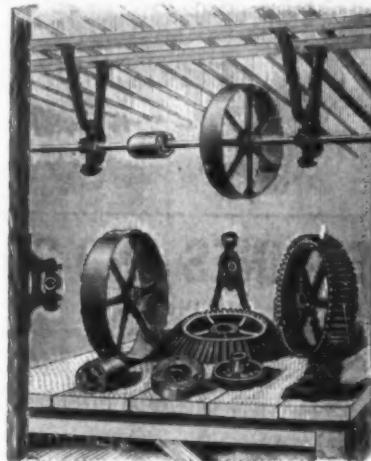
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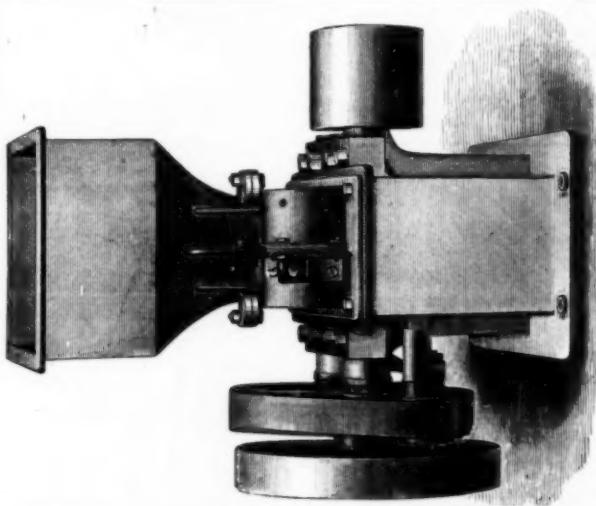
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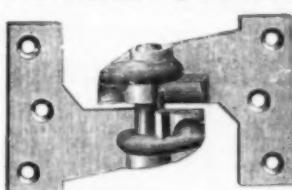
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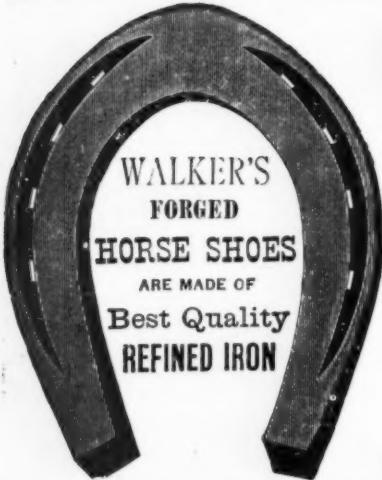
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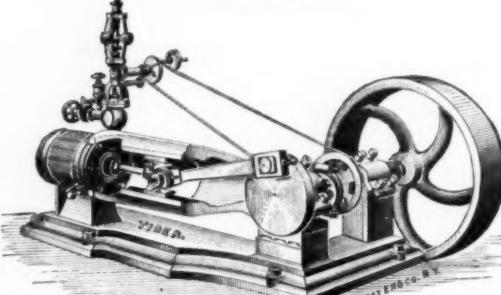
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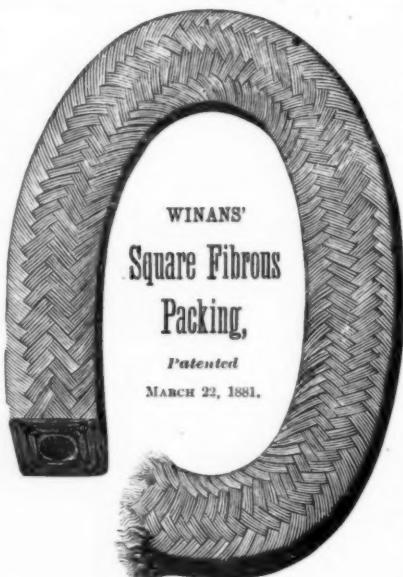
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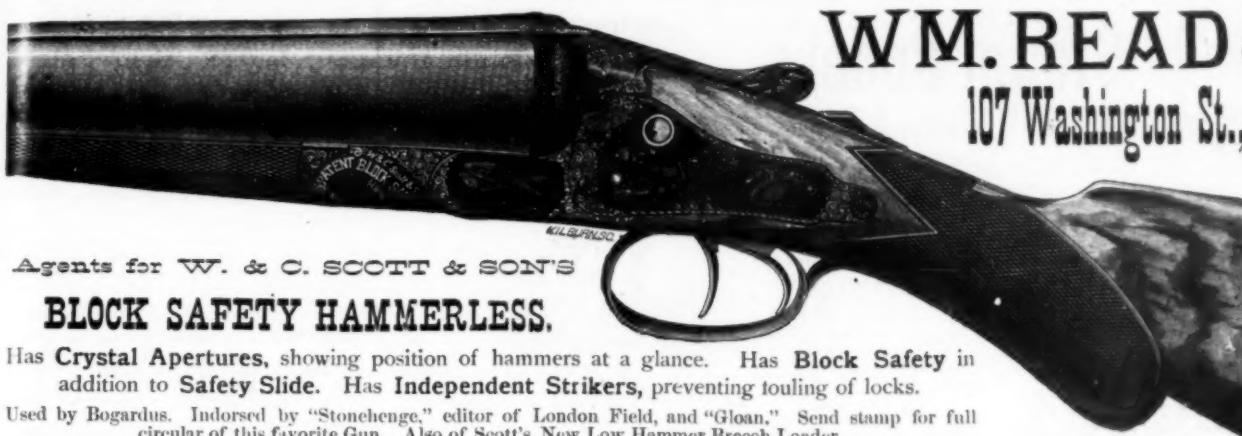
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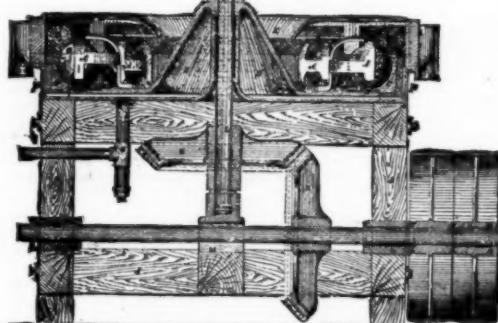
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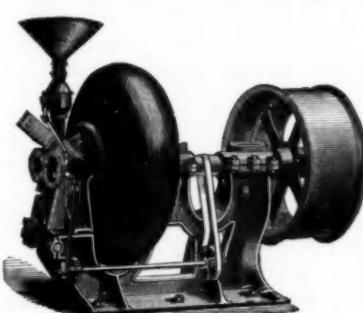
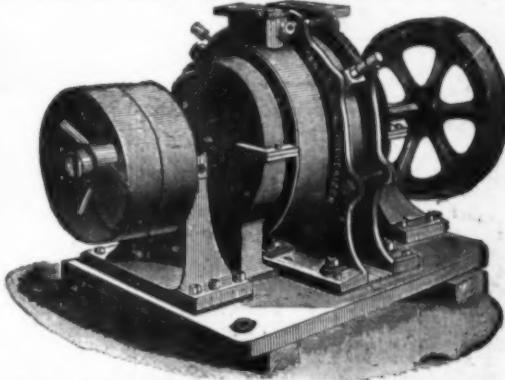
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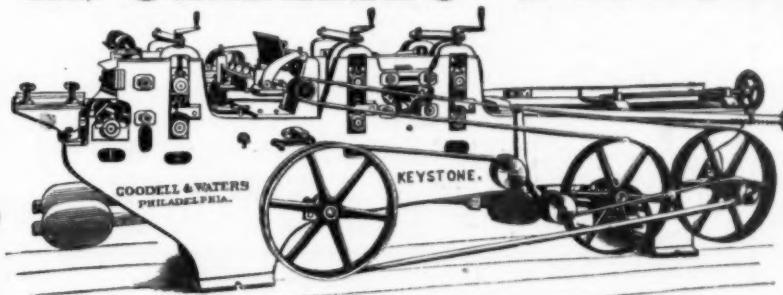
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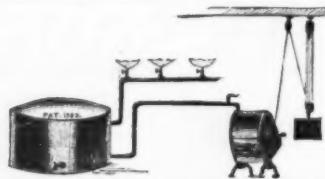


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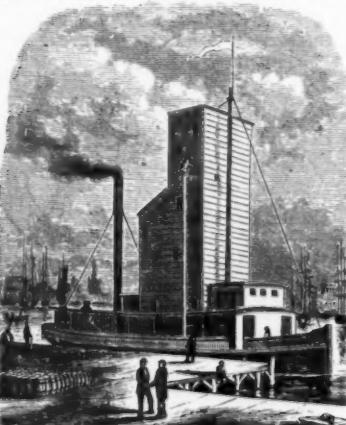
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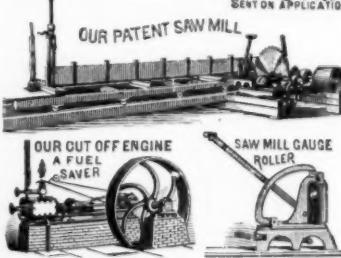
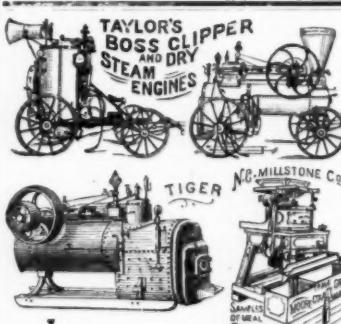
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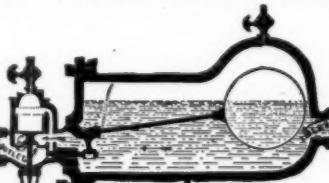
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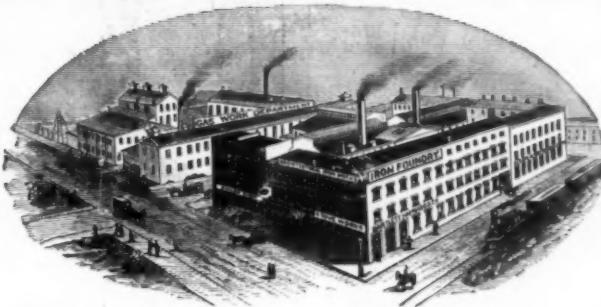
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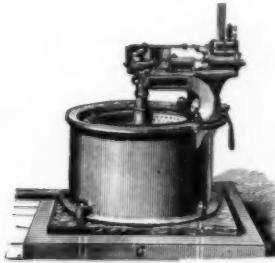
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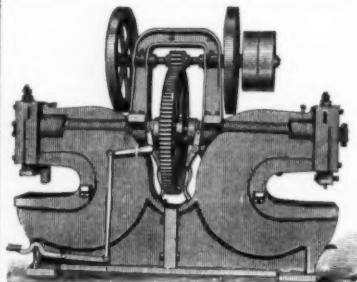
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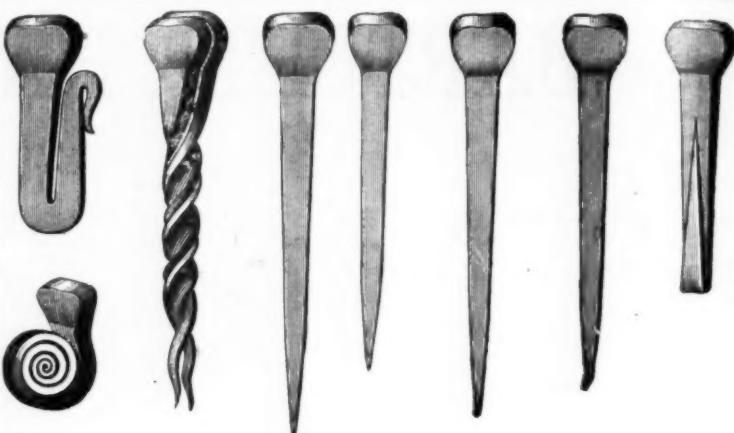
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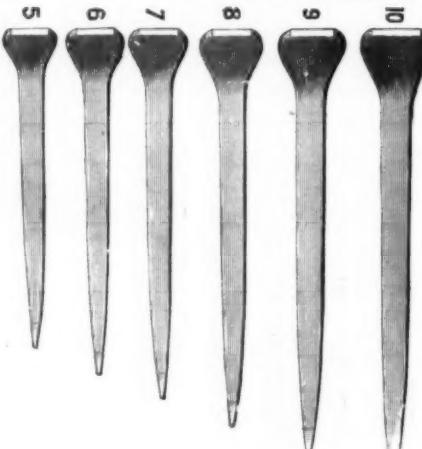
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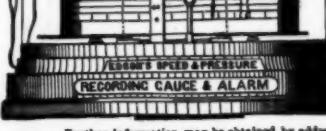
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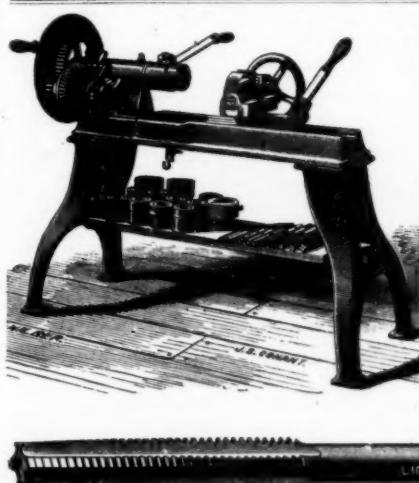
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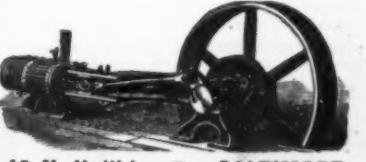
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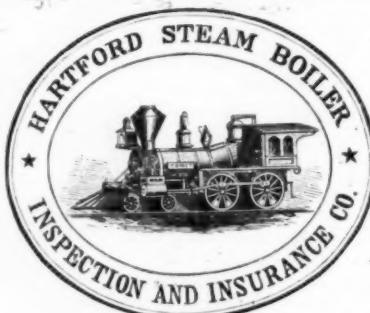


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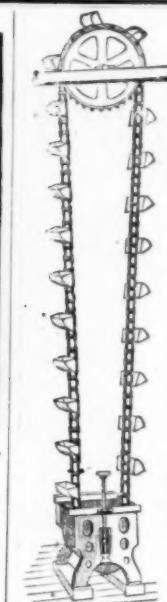
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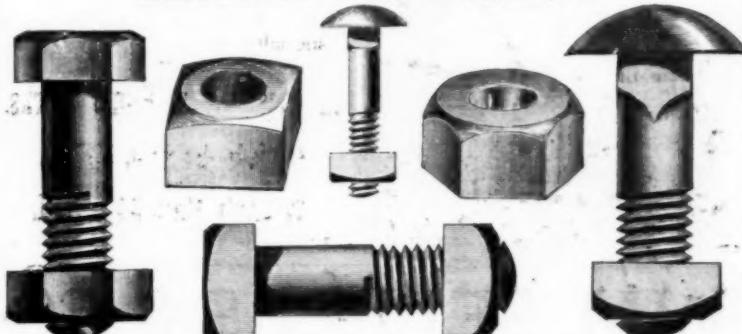
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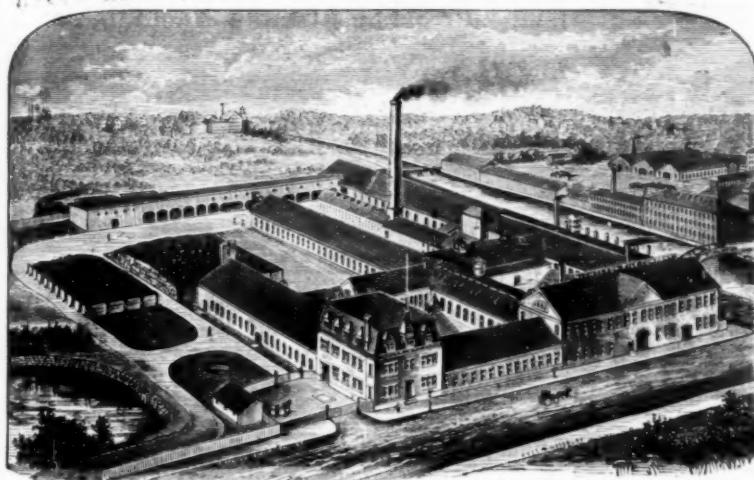
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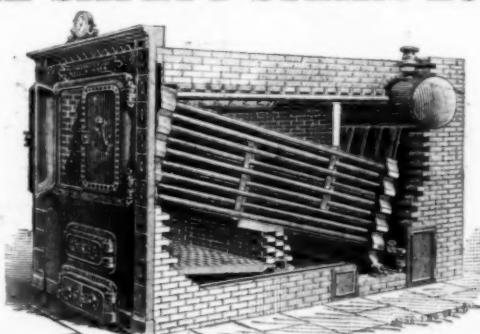
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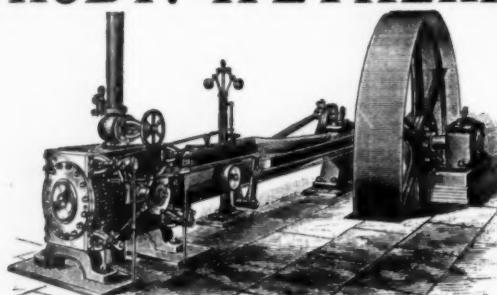
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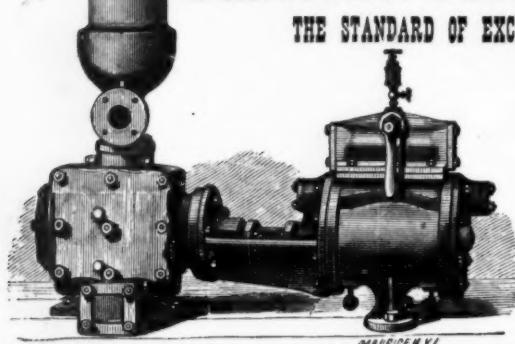
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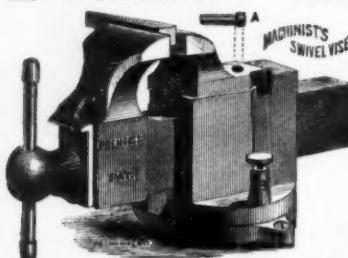


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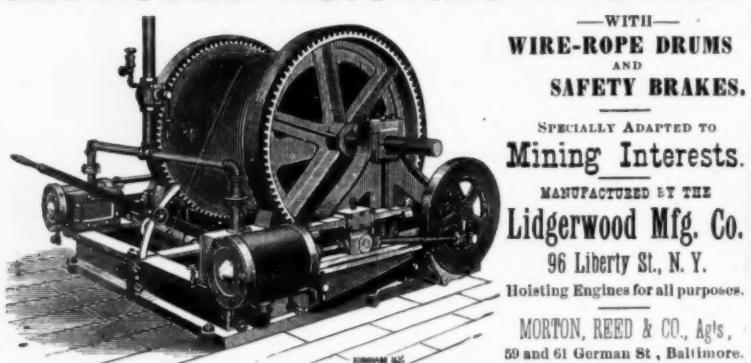
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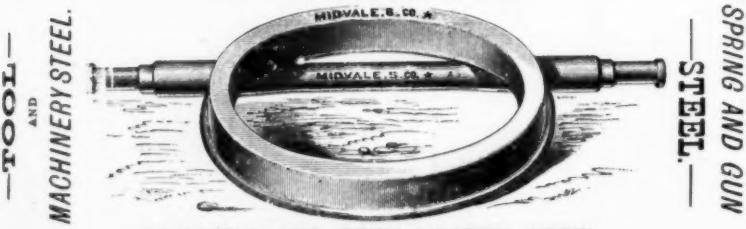
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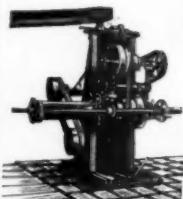
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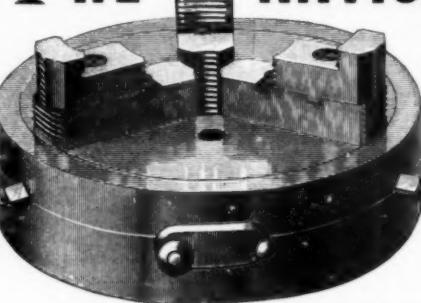
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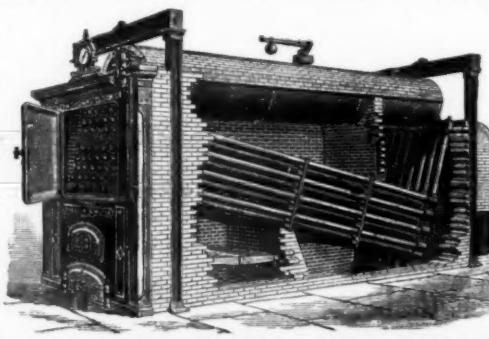
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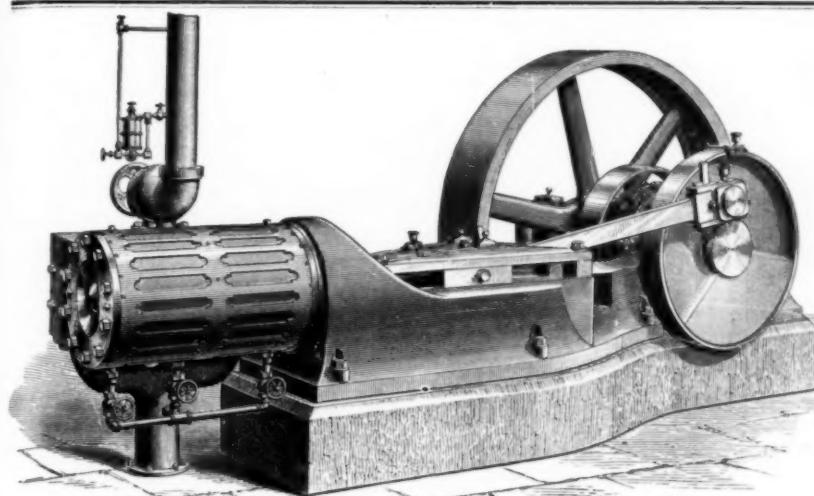
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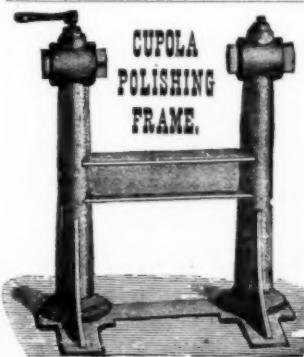
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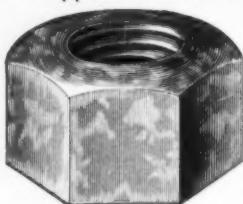
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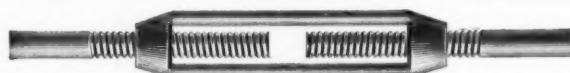
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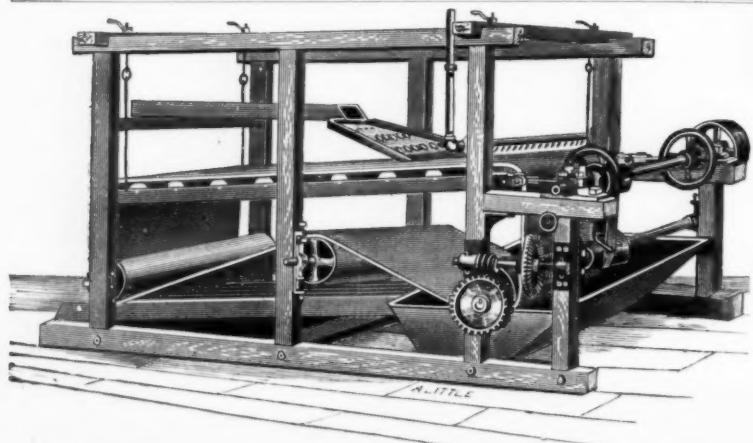
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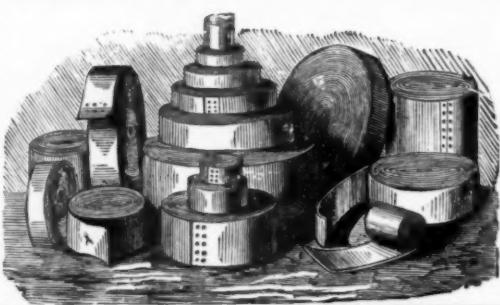
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